

AMENDMENT TO THE CLAIMS:

1-7. (Canceled)

8. (New) An elevator comprising:

a car is guided in a shaft to move vertically along a pair of first guide rails between which the car is arranged;

a counterweight is guided to move vertically via a pair of second guide rails between which the counterweight is arranged;

a drive rope that connects the car and the counterweight is wound on the drive sheave of a hoist so that as the drive sheave is driven to rotate, the car and the counterweight move vertically in opposite directions,

wherein the first guide rails are arranged at approximately diagonal positions with the car therebetween.

9. (New) The elevator of Claim 8, wherein a support member is arranged in cantilevered configuration near the upper end of the first guide rail on the side opposite the hoist with respect to the car between the pair of first guide rails arranged at approximately diagonal positions with the car arranged between them, the support member supports one end of the drive rope and the upper sheave of a car overspeed governor.

10. (New) The elevator of Claim 8, wherein the hoist is arranged between an inner wall of the shaft and a space for the vertical movement of the car as well as a space extending therefrom.

11. (New) The elevator of Claim 8, wherein a deflector wheel is arranged on the drive rope between the hoist and the car and/or between the hoist and the counterweight.

12. (New) The elevator of Claim 8, wherein a car frame that contains the car has an approximately rectangular parallelepiped form.

13. (New) The elevator of Claim 8, wherein a third guide rail is arranged as a derailment prevention means for preventing the car from derailing from the pair of first guide rails.

14. (New) The elevator of Claim 8, wherein the drive rope is flat with a rectangular cross section.